NES-YH-USA

DAYS OF Thunder™

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Mindscape Inc.
19808 Nordhoff Place
Chatsworth, CA 91311

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GETTING STARTED

1. Insert your *Days of Thunder* game cartridge, label side up, into your NES unit and close the lid. Make sure that your NES is properly connected, then press the **Power** button to turn on the unit. *Days of Thunder* is designed for one player only, using the Controller in Controller Port 1.
2. After the title and credit screens appear, press the **Start** button to be gin your stock car racing career.

START YOUR ENGINES

If you want to get up and running really fast just to see how driving feels in *Days of Thunder*, just keep pressing the **Start** button until you find yourself looking at a single car (yours) on a track. This is a qualifying run for the first race (Daytona Beach). Now just press your **A** button to accelerate, press your **B** button to brake around curves, and steer using left and right on your Controller.

Now that you've got that out of your system, start over — only this time read the rest of the manual to discover how driving strategies like "pipelining" and "slipstreaming" come into play. And how important it is to plan your pit stops wisely. And how to manipulate your crew members to complete your pit stops in the shortest time possible. And how your car is going to wear out and drop dead in the middle of a race if you don't learn a few ins and outs of stock car racing. Remember, you're just

a rookie up against the best stock car drivers in the world and your opponents are quite hard to beat.

OVERVIEW

Let me drive. You build me a car and I'll win Daytona next year.

Think so, huh? You're raw, untested. You've never driven a stock car before in your life. You're up against the stock car greats. And you just made one very big promise. Now you've got to fulfill it. Put up or shut up. Lay it on the line.

You're Cole Trickle, rookie driver, and you're about to experience all the engine-roaring, tire-screeching stock car action of the movie *Days of Thunder.* Better buckle up.

You'll be up against 15 other skilled drivers in an eight-race Series Cup. Among them are your arch rivals, Rowdy Burns and Russ Wheeler. They are smart, experienced, and very aggressive drivers who are extremely tough to beat out on the track. As the Series Cup wears on, see how you're measuring up against Rowdy and the other drivers on the Series Cup overall standings screen that appears after each race. You'll also see a Race Results screen that shows the finishing positions and points earned after each race.

The races take place at seven different tracks (two races are run at Daytona Beach). The tracks vary in length and shape, to thoroughly test your driving skill. A four-lap qualifying run precedes each race to determine your starting position, and if you perform poorly during the season, your sponsors may call upon you to run a time trial. You must beat the time set by the sponsor in order to retain your sponsorship.

It's virtually unheard of for a rookie like you to win the Series Cup. You'll need to master driving tactics like slipstreaming and pipelining to get anywhere. But even becoming a great driver won't be enough. You'll also have to come up with the fastest pit crew, who will be under your control in the pit, to have a fighting chance. And monitoring your fuel, tires, and overall mechanical condition and planning your pit stops accordingly will give you more than a little to think about while you roar around the traffic on the track. Ready, rookie?

THE SERIES CUP

As rookie driver Cole Trickle, your impossible dream over an eight-race series is to win the Series Cup. After each race, drivers are awarded points based on their finishing position and special bonus points. The driver who has earned the most points at the end of the eight-race series wins the Cup. The scoring system works as follows:

Finishing Position	Points Awarded	Finishing Position	Points Awarded
1	175	9	138
2	170	10	134
3	165	11	130
4	160	12	127
5	155	13	124
6	150	14	121
7	146	15	118
8	142	16	115

•If a driver has the lead for any lap during a race they get five additional points.
•The driver that leads the most laps in a race also gets 5 points.
Example: First place and leading the most laps will get you 185 points.

The racing season begins at Daytona Beach, followed by races at Atlanta, Talladega, Dover, Pocono, Michigan, Phoenix, and finally, the big showdown — once again at Daytona Beach. The shape and length of each track differ, so study the pre-race illustration and other information given about each track prior to a race.

A Race Results screen appears after each race to show you each driver's finishing position and points earned. The Series Cup overall standings screen also appears after each race to show cumulative point totals up to that point.

RACING YOUR STOCK CAR

The rest of the manual gives the sequence of events in the game, tells you how to drive and make pit stops, explains instruments and other on-screen displays, and provides you with important racing tactics. So climb behind the wheel and take your first spin in a stock car.

Instrument Displays

The following instrument displays appear on the screen during all racing sequences, including qualifying, head-to-head racing, and poor performance time trials.

Fuel Indicator: The blue bar graph on the left side of the screen on the top indicates your current fuel level. When the blue bar reaches the top of the graph, you've got a full tank.

Speedometer: The speedometer, located in the center of the screen toward the bottom, gives you an analog readout of your current speed in miles per hour. Your car is capable of speeds up to 200 miles per hour in a long straightaway. You won't be able to handle curves at this speed, however. In addition, tire wear and engine damage can adversely affect your top speed.

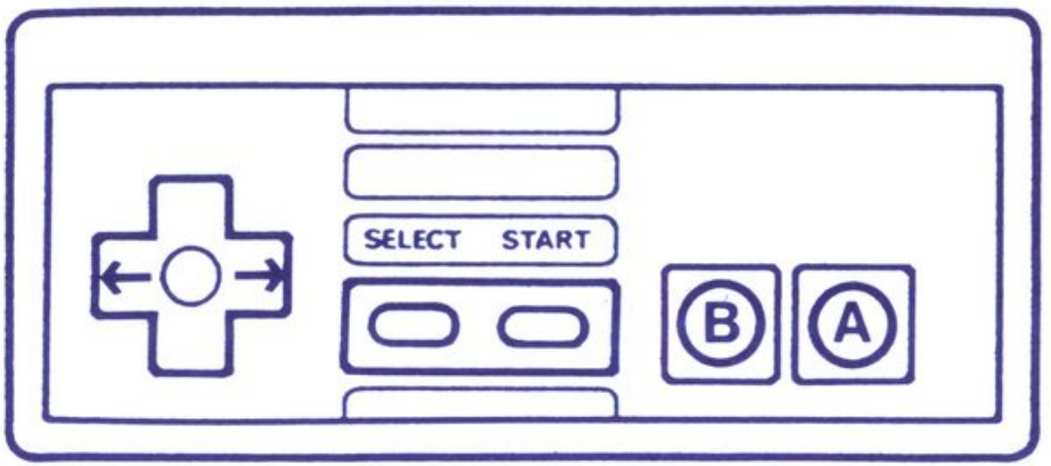
Tachometer: The tach, located to the right of the speedometer, indicates how hard your engine works. The higher the readout on the tach, the faster your engine is turning. The tachometer drops dramatically during gear shifting, which occurs automatically as you accelerate.

Damage Indicator: You must keep your eye on this indicator during a race in order to know when you need to make a pit stop. The Damage Indicator, a diagram of a car located on the right-hand side of the screen toward the bottom, keeps track of engine damage, tire wear, and fuel tank damage. Green indicates that the engine, fuel tank, or a particular tire is in good condition. Yellow indicates some wear. Purple indicates greater wear, and red indicates extreme wear. Blown tires will allow you to only coast into the pits. A completely shot engine will put you out of the race.

Text Message Window: Various text messages scroll through the Text Message Window at the bottom of the screen.

Control Functions on the Race Track

The following controls are active during all race sequences, including qualifying, head-to-head racing, and poor performance time trials.



A	Accelerate
B	Brake
Select	Pauses/Unpauses game
←	Turn left
→	Turn right

Press and hold down the **A** button until you reach a desired speed (normally full speed). You need not continuously press the **A** button to maintain your speed. That is, once you've reached a desired speed, you can let go of the button. However, brushes with other cars or the outer wall, curves, and gear changes reduce your speed, and you'll need to press the **A** button to regain top speed after these occurences. With regard to braking, a light touch on the **B** button is enough for most circumstances. You don't want to lose any more speed than you really need to. **Select** pauses the game during on-track racing, including qualifying, head-to-head racing, and poor performance time trials. However, you can't pause the game during a pit stop. Press **Select** a second time to resume a paused race.

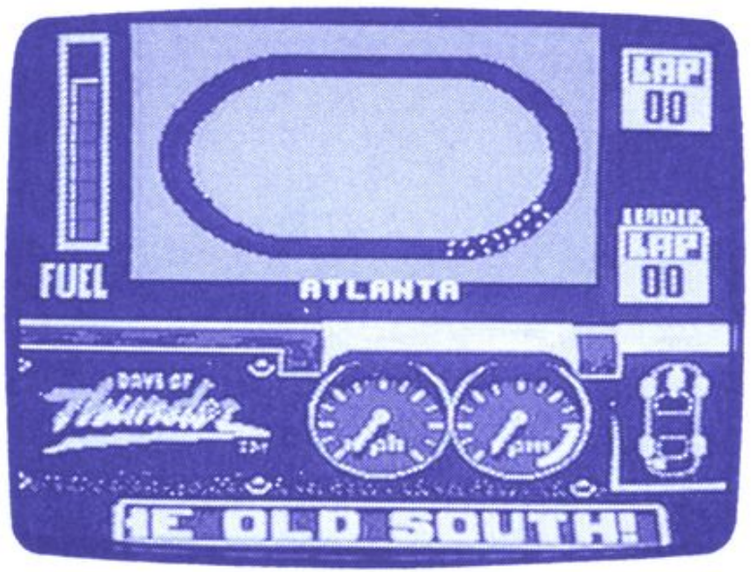
Qualifying

To determine your starting position before each of the eight races in the Series Cup, you're required to run four qualifying laps on the track by yourself. Your best single lap time among the four laps you run is compared to each other driver's best single lap time to determine starting positions, although you won't actually see the other drivers run their qualifying laps. Obviously, you'll need to run the fastest qualifying lap of all the drivers in order to win the all-important pole position. The scroll bar will indicate the time to beat for pole position.

Cars start each race in eight rows of two cars each. If you win the pole, your car starts the race in the first row toward the inside of the track, which is the most advantageous position possible. By contrast, if you have the worst qualifying time of all, you'll start in the last row on the outside, so you'll have to move up through the entire pack once you cross the starting line to begin the race.

Before you get on the track to qualify, you're presented with a screen that shows the shape of the qualifying track. A white dot moves around the track to indicate your present position. When you are ready to head onto the track to qualify, press the **A** button and the track view appears.

Screen Displays Before and During Qualifying



Shape of Track/Current Position: The shape of the track on which you are about to qualify is shown prior to your qualifying run. A white dot that moves around the track indicates your position. From this screen, press the **A** button when you are ready to qualify.

Track View: This is the portion of the screen that demands most of your attention! It shows your car, seen from the rear and slightly above the car, on the banked track. During qualifying (and poor performance time trials), your car is the only vehicle on the track.

Current Lap Indicator: The box on the right side of the screen near the top indicates the number of the lap you are on currently. Before each race, you'll run four qualifying laps. The best single lap time among the four that you run is used to determine your starting position in the upcoming race.

Time of Current Lap Indicator: On the right side of the screen below the Lap Indicator, you'll find another box that indicates the elapsed time on your current lap.

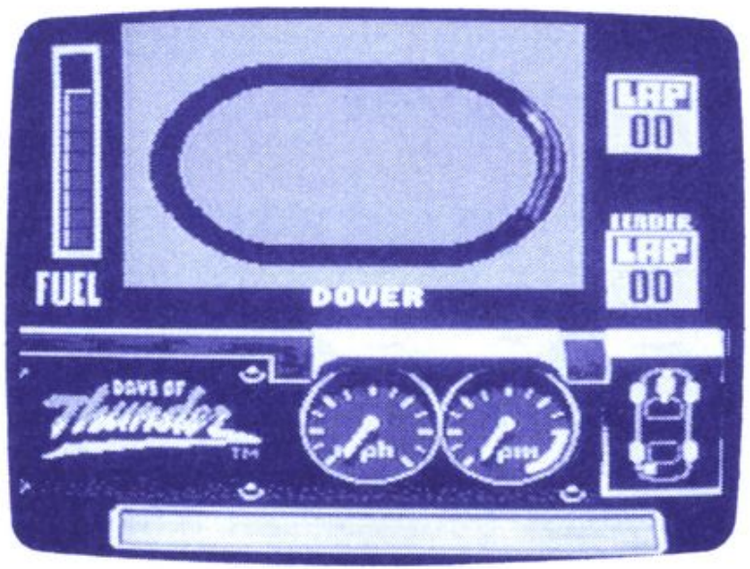
Best Lap Time Indicator: Another box, below the Time Indicator, shows you the best of your lap times during the qualifying run. Again, the best single lap time among the four qualifying laps that you run determines your starting position for the next race.

The Race Begins

After you complete your qualifying laps, you'll see an overhead view of the track on which you're about to race, as well as important information about that track including the number of laps required to finish the race. The shape and length of each track in the Series Cup differs. Again, a white dot indicates your position as you move around the track during the warmup laps. However, this time you'll see the other drivers as

well, as indicated by blue dots moving around the track. When you are ready to start the race, press the **A** button. If you don't press the **A** button, the race will automatically begin once the cars do one complete lap on the indicator.

Screen Displays Before and During a Race



Shape of Track/Starting Position: The shape and name of the track on which you are about to race is shown prior to the race itself. Your position on the track, as determined by your qualifying time in relation to the qualifying times of other drivers, is indicated by a white dot that moves around the track. Blue dots indicate the other cars. From this screen, press the **A** button when you are ready to race.

Track View: This portion of the screen shows your car, other traffic, and of course, the track itself. Your car is easily distinguished from others by its distinctive color (which, if you get far enough, will change during the race series, by the way). Also, your car is the only one that responds to your steering, acceleration, and braking controls!

Current Lap Indicator: The box marked "LAP" in the upper right-hand corner of the screen tells you what lap you're on.

Place Indicator: On the right side of the screen below Lap Indicator, the box marked "PLACE" lets you know your current standing in the race.

Poor Performance Time Trial

If your driving isn't up to snuff, your sponsors might get a little impatient with you. After all, it's their money! They may demand that you run a time trial to prove you can move. The time trial is similar to the qualifying run in that you go out on the track by yourself. But it differs in that you'll be given a time to beat to continue racing. If you run into such a situation, be forewarned that the time to beat gets tougher as the race series goes on. So if you're going to screw up, do it near the beginning of the series!

Pit Stops

Pit stops are absolutely critical to racing success. In general, you want to make as few pit stops as possible, and when you do make them, make them fast. During a pit

stop, you can change one, two, three, or four tires, you can perform engine repairs, and you can refuel. You need not perform all of these functions. Only do what's necessary, because each second you spend in the pit costs you one second that might have been spent on the track. A bell sounds each time a car passes you on the track while you are in the pit.

There are four reasons to enter the pit:

1) You're about to run out of fuel, as indicated by the blue fuel bar graph on the left side of the screen.

2) One or more tires are worn. Take a look at the color of the tires on the diagram of your car on the Damage Indicator. Green tires are good. Yellow tires indicate wear. Purple tires indicate greater wear, and a red tire is shot. The greater the wear on your tires, the more your car's performance is adversely affected. You'll notice the effects of tire wear in reduced top speed and poor handling.

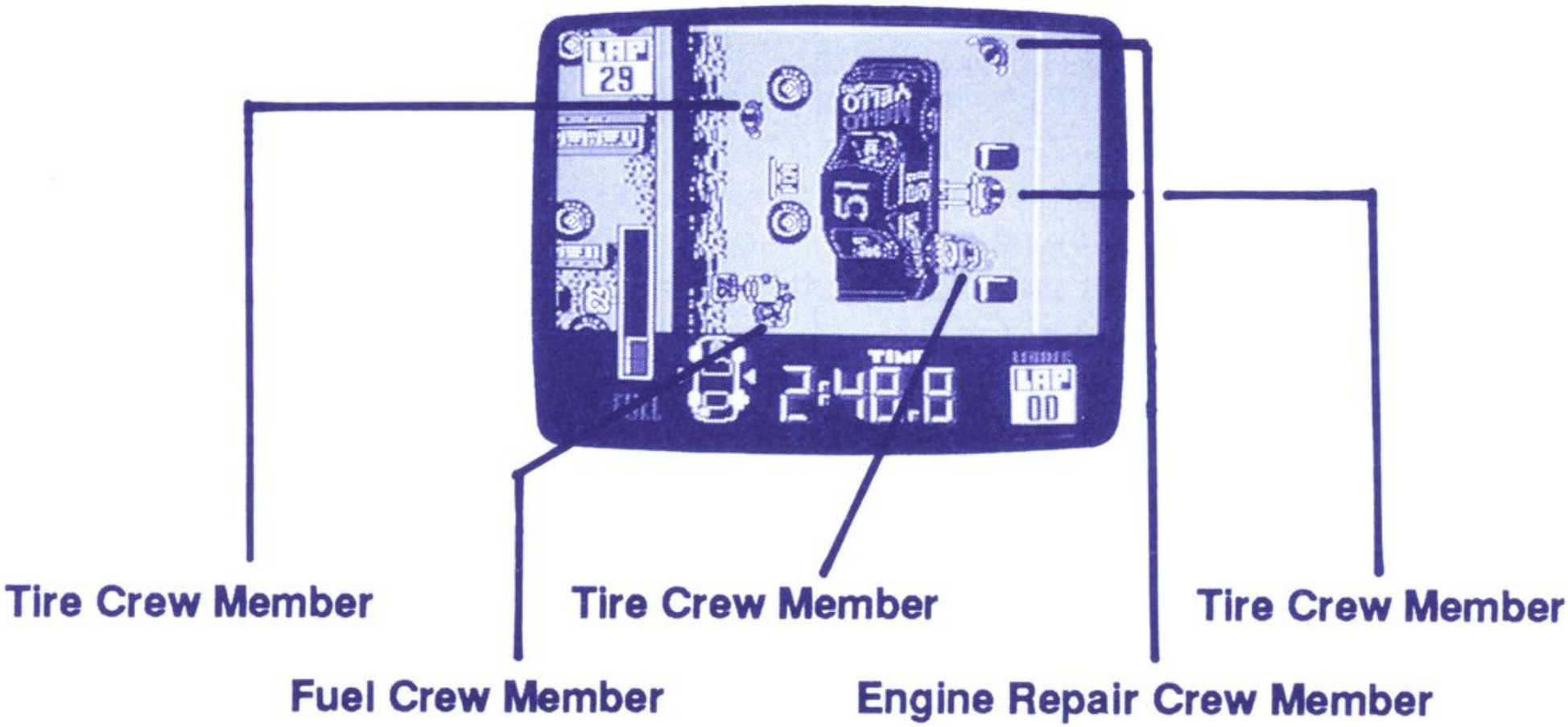
3) Your engine needs work. Again, note the color of the engine on the diagram of your car on the Damage Indicator. A green engine is healthy, a yellow engine has a few problems, a purple engine is definitely in need of repair, and a red engine is just about blown. Your car's acceleration and top speed are affected by engine wear.

4) The fuel tank is damaged and leaking fuel. Obviously, a damaged fuel tank plays havoc with your fuel economy. Refer once again to the Damage Indicator. A green fuel tank is in perfect working condition, whereas yellow, purple, and red indicate progressively greater damage to the fuel tank.

Entering the Pit from the Race Track

As you race around the track, once each lap you'll notice the words "PITS PITS PITS" on the left-hand shoulder (the black strip along the track). This area serves as "pit road," the entrance to the pits. To go into your pit, move your car to the extreme left of the track and reduce your speed when you see "pit road." Press and hold the **B** button. This will cause your car to enter the pits. By so doing, your car automatically enters the pits as you go by pit road. If you steer to the left but haven't slowed sufficiently, your car zooms into the pit and then zooms right back out onto the track again without stopping. If you don't steer to the left in time, you'll miss pit road altogether and stay on the track.

Screen Displays During a Pit Stop



Pit Area: The pit area shows your car, your five crew members, a car jack on either side of the car, and fresh tires.

Fuel Level Indicator: The blue bar graph on the left side of the screen toward the

top indicates your current fuel level. When you activate your fuel crew member to fill the tank, the blue bar on the graph will rise until you deactivate the fuel crew member (by pressing the **A** button) or until the tank is full (the blue bar reaches the top of the bar graph).

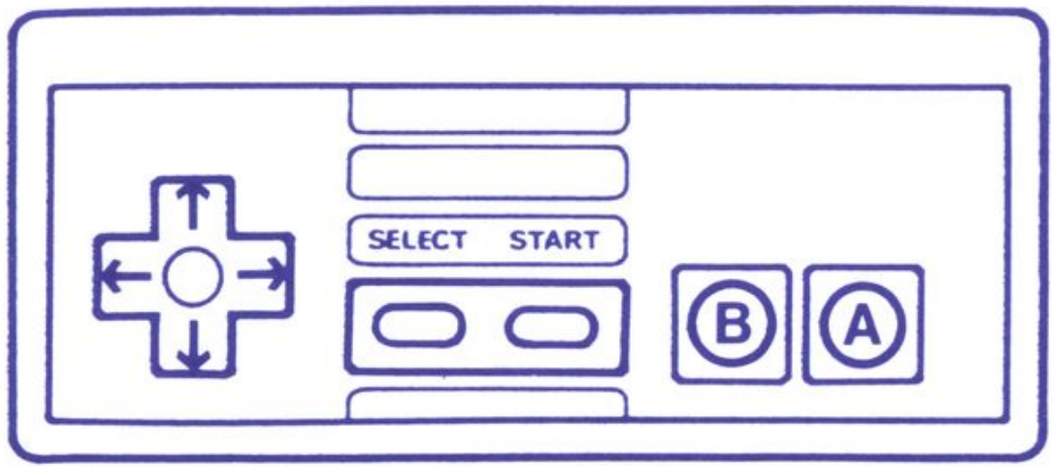
Pit Stop Timer: The pit stop is a race against time, and the timer on the bottom left-hand side of the screen keeps track of how long you've been in the pit during the current pit stop. The pit stop timer clocks you to one hundredth of a second. Timing is everything.

Current Place Indicator: The box marked "PLACE" at the bottom of the screen reminds you of your current standing in the race. Every time you lose a place a bell will sound.

Current Lap Indicator: To the right of the "PLACE" box, the box marked "LAP" tells you what lap you're on.

Damage Indicator: The Damage Indicator, a diagram of a car located on the right-hand side of the screen toward the bottom, keeps track of engine damage, tire wear, and fuel tank damage. Green indicates that the engine, fuel tank, or a particular tire is in good condition. Yellow indicates some wear. Purple indicates greater wear, and red indicates extreme wear.

Control Functions in the Pit



A Triggers a selected (flashing) crew member into action, performing whatever duty he is in position to perform.

B Each press of the button selects a different crew member. A selected (flashing) crew member stands ready for action.

Select Zooms the car out of the pits and back onto the track when all pit crew members are clear of the car.

↑ ← → ↓ Moves a selected crew member in the desired direction.

Once you've reached the pit, you've got to select, then maneuver, and then put into action your crew members. A full-scale pit stop goes something like this:

Changing Tires

1) Press the **B** button until the middle tire crew member flashes.
2) Push right on the Control Pad until the crew member bumps into the jack on the left side of the car.
3) Press the **A** button and push right on the Control Pad to jack up the car. You can't change tires unless the car is up on the jack, and you can only change the tires on the side of the car that's jacked up.
4) Press the **B** button until the top-most tire crew member flashes.
5) Push right on the Control Pad to move the top tire crew member directly in front of the left front tire on the car.
6) Press the **A** button to make the crew member change the tire.
7) Press the **B** button until the tire crew member on the bottom flashes and repeat steps 5 and 6 to change the left rear tire. Keep in mind that if you're fast enough, two crew members can be changing both tires on one side of the car at the same time. You don't have to wait for one to finish before the other starts.
8) Press the **B** button until the middle crew member (manning the jack) flashes, then press the **A** button to drop the car off the jack.
9) Select one of your tire crew members with the **B** button and use the Control Pad to move the crew member in front of the jack on the right side of the car.

10) Press the **A** button and push left on the Control Pad to jack up the right side of the car. Then, change the tires on the right side of thecar in the same general manner used for the left side, except you'll have to use the Control Pad to move selected crew members from the left side of the car to the right side.

Engine Repair

1) With the right side of the car jacked up, press the **B** button until the engine repair crew member (the one with the wrench in his hand at the top right of the screen) flashes.
2) Push left on the Control Pad until the crew member bumps into the front, right side of the car.
3) Press the **A** button to make the crew member work on the engine. The longer the crew member keeps at it, the better the repair your engine will be in. When the color of the engine on the Damage Indicator changes to green, your engine is completely repaired.
4) Press the **A** button to stop the crew member from working on the engine, or he will quit automatically when the engine is completely repaired.

Refueling

1) Press the **B** button until the refueling crew member (the one with the gas tank in his hands nearest the rear of the car) flashes. Remember that you can't refuel when the car is up on the jack.
2) Push right on the Control Pad until the crew member bumps into the rear, left side of the car.

3) Press the **A** button to make the crew member refuel the car. The longer the crew member keeps at it, the more fuel you have, as indicated by the blue fuel bar graph above the timer.

4) Once the tank is full, the crew member automatically stops refueling the car. If you don't need a full tank, press the **A** or **B** button to stop the crew member from refueling the car.

Remember that the car must be jacked up (on the side on which you wish to change tires) by any of the tire crew members before another tire crew member can change a tire. Any of the three tire crew members can jack up the car and change any of the tires. Also, the right side of the car must be jacked up to make engine repairs.

In turn, the car must be taken off the jack before you can refuel. Also remember, that a crew member must be in the correct position to perform the desired maintenance when you press the **A** button. An error tone will sound if the crew member is out of position. For example, if your tire crew member is not correctly centered at the tire he's trying to change, the crew member won't be able to change the tire and a tone will sound.

You can use the **A** or **B** button to discontinue refueling and engine repair in progress. This is useful, for example, if you don't need a full tank of gas to finish a race. Just have your fuel crew member fill the tank to the level you think you need to finish, and then tap the **A** or **B** button to stop filling the tank, thereby saving the extra time it would require to fill the tank all the way.

Exiting the Pit

Make sure that all crew members are clear of the car and press **Select**. The car must be off the jack, and the fuel crew member and engine repair crew member must be moved clear of the car.

Racing Tactics

A few tips about racing techniques will enhance your chances of success. Side-slamming, pipelining, and slipstreaming can give you that little extra edge you'll need to become a winning driver.

Side-slamming: Cutting off other cars, even bumping them aside, is a legitimate tactic in this game. Of course, such an aggressive style may cause you to crash as well, and at the very least it will cause wear and tear on your car.

The Pipeline: There's a perfect path through the banked corners. Trouble is, everyone on the track knows that curving up the bank and then plunging down into the inside of the straightaway gives a gravitational boost of speed. You'll have to jostle for position to make use of the pipeline. Other paths through a curve are less efficient.

Slipstreaming: If you can stay in a fast moving car's slipstream, your car gets dragged along in its wake, providing you with fuel savings. In addition, you can accelerate faster than normal when you zoom out of a slipstream. The perfect way to pass another car is to get into its slipstream and then surge past with the added boost of speed. Move in close behind a fast-moving car to put yourself in the slipstream.

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COMPLIANCE WITH FCC REGULATIONS

This equipment generates and uses radio frequency energy and if not installed and used properly, that is, in strict accordance with the manufacturer's instructions, may cause interference to radio and television reception. It has been type tested and found to comply with the limits for a Class B computing device in accordance with the specifications in Subpart J of Part 15 of FCC Rules, which are designed to provide reasonable protection against such interference in a residential installation. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

–Reorient the receiving antenna
–Relocate the NES with respect to the receiver
–Move the NES away from the receiver
–Plug the NES into a different outlet so that computer and receiver are on different circuits

If necessary, the user should consult the dealer or an experienced radio/television technician for additional suggestions. The user may find the following booklet prepared by the Federal Communications Commission helpful:

How to Identify and Resolve Radio-TV Interference Problems
This booklet is available from the U.S. Government Printing Office, Washington, D.C. 20402, Stock No. 004-000-00345-4

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Printed in Japan